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from the Lisbon Gazette of September 4.

CORUNNA August 23.

In order that the public may be made acquainted without delay with the happy results of the operations of the 7th army, of which his excellency Don Gabriel de Mendizabal is General in Chief, we publish this extra paper containing the information sent to us by a Spaniard, from Santona, written at nine at night on the 16th inst.

"At half past four in the morning of the 14th, from 7 to 800 men, with some cavalry from Porlier's division, arrived at St. Andro; after having marched eight leagues that night, with so much secrecy, that, after surprising and killing the first centinels, they obtained possession of the entrances of the streets of St. Francisco, gate of the Remedios, Santa Clara, and Santa Lucia, without any person perceiving them; and the first intimation was given by a discharge, made by the guard of the hospital of St. Raphael in the high street.

The General with all the officers (the number of whom was much more than double of that belonging to the garrison) was in bed; he had about 300 gen d'armes, and 100 infantry, but owing to the surprise, though the General rushed into the street, he could muster only 50 of the gen d'armes, and with them, and a portion of the officers who had collected, half-dressed, on the rampart, he took the principal road, accompanied by individuals employed in the hospitals, intendency, commissariat, &c. and as soon as they arrived at the mole, they threw themselves into the water. In order to take several boats that were in the Cabeza da Rambla, with no person on board, and having manned them with the crews of two vessels, which being stranded could not get away, they put to sea in a disorderly manner, and with the water up to the wales, at least, bound for Santona, where 4 or 6 of them with 40 or 50 persons arrived at noon. The Lieutenant Aidamar, was taken near Santa Lucia; none of them carried away any thing more than the clothes that they had on, and some were even without shoes.

There was considerable firing upon those who attempted to escape; but it had entirely ceased at 9 o'clock at all the gates; forty Spanish soldiers collected in the Old Square, after having taken from 60 to 80 horses, and 25 or 30 prisoners (principally officers) and marched with the greatest order by the principal road, without doing the least damage to the inhabitants, or even asking them for provisions. As yet it is not known whether they proceeded to Camargo, or to Ponte de Arce.

In the New Square one French centinel was found killed; on the ascent of Atalnia 4 or 6; near Cordocria de Bacedo 9 gendarmes, 2 colonels, and one of the general's horses; all belonging to the party that went with him: It is not known where he is though every body asserts that he was taken prisoner; that one of his aids was killed, and that the other has arrived at Santona.

The latest advices are, that the fort that was constructed in Solia, and had 150 men, was taken yesterday by the Spaniards, and burnt; that the garrison fled to the mountains; and at Camargo there was considerable firing with them; the result is not known. The principal attack was at Torrelavego, which was fortified at various points, and at St Vicente de Barquera. It is said that Torrelavego surrendered yesterday, and that at noon this day the Spaniards were to return to St. Andro; though the writer doubts whether it be true, as it would have been known at the hour when he wrote. In St. Andro there is an adjutant with 90 Frenchmen commanding the place: this morning three English frigates and three smaller vessels anchored near the Castle de la Cerda, and fired on that of St. Martin, and five gun boats entered the bay, and made discharges upon several points, the city excepted. The whole without doubt to make a diversion. Yesterday, the 15th, at night, the English (number unknown) entered St. Andro by St. Martin; they formed a junction in the New Square, destroyed some basilisks and wagons that were there, and embarked again without any one molesting them.

Campillo is at Toranza with 900 men; it is also said that Longa is at Escudo, &c.

BOSTON, October 11.

Extract of a letter from captain Charles Tracy, of the ship New Galen, dated August 22, 1811.

"Between Dungeness and Dover, about half past 10 at night, observed a small sail in shore of us, hawling up on our larboard quarter. At a quarter before 11, perceived she was a three masted lugger, and soon after hailed us in broken English, 'where have you come from?' I answered from Boston. 'Are you an AMERICAN?' I answered, I AM. They then ordered us to heave too, and instantly began firing musquetry, which they

repeated volley after volley; in consequence of which, all the people and the pilot left the deck, steering sails flying, and our hawlyards, sheets and braces cut away by the shot. They then attempted boarding, but missing their grapplings, they shot ahead, and commenced firing musquetry again, making a second attempt, in which they likewise missed; they then got out a small boat, and about fifteen men came on board, with cutlasses and pistols, and drove the two mates and myself down the companion way, placing two men over us, and putting out all the lights; they then attempted making sail on the ship, but not knowing what to do with sails flying in all directions, some of the yards braced aback and some forwards, they found it impossible to get steerage way on the ship. At a quarter past 11, the privateer fired three muskets, and they began immediately clearing away the boat from the stern, which I perceived from the cabin windows, and in a few minutes saw the boat full of men, leaving the ship, and immediately jumping on deck, found they had left us. At this time a cutter commenced firing on the privateer, and chased her over to the coast of France. The confusion they had put the ship in, made it some time before we could get sail upon her, when we bore up, and in about two hours came too in the Downs.

The privateersmen in the boat soon found her filling with water, (for the plug was out) and instead of going over to the French coast, were obliged to run ashore at Folkestone. Seven attempted to swim from the boat, and were drowned; eight got on shore, and were made prisoners by the centinel on the beach.

The above men were put on board his Britannic Majesty's ship Monmouth.

Captain Bassett, who arrived yesterday from Lisbon, saw a person who had escaped from the French at St. Lucar, who informed, that an American ship and schooner, the latter with flour had just been brought in there. Crews imprisoned.

CHARLESTON, Oct. 8, 1811.

ARRIVED.
Schooner Indu try, Cansler. St Jago de Cuba 17 days. Sugar and Coffee. To order of Schooner Greyhound, Burke, to sail for this port in 15 days. The brig Cumberland had arrived at St. Jago from Philadelphia, with 500 barrels of flour, which sold for 22 dollars per barrel—immediately after the arrival of this vessel, a New Duty was laid upon the importation of Flour, similar to that paid at Havana; the duty had previously been much lower than at Havana. The brig Galien of N. York, had arrived there from the Brazils, with a cargo of jerk beef, and sailed again for Havana. A Spanish ship had arrived at St. Jago, from Tarragona, with upwards of 200 of the inhabitants of that ill fated city on board, who had escaped the massacre by the French, when that place fell into their hands—the vessel had a large quantity of plate and other valuables on board, which had been saved by these unfortunate fugitives in their flight. The ship had left Tarragona with so much precipitation, that she was unable to procure a clearance or even the ship's papers.—On Thursday last, in lat. 28, long. 77, 30, was brought to by a pilot boat schooner under French colors, it blowing fresh, the Frenchmen lost their boat, in attempting to get on board the Indu try, and the people in her narrowly escaped with their lives; they then ordered a pilot boat, Cansler, to list out his boat, and send her on board the privateer, which he was compelled to do, notwithstanding the evident danger attending it. The boat returned with two French seamen on board, who informed that they had sailed from a port in the United States (probably Charleston or Savannah) as some of captain C's people knew several of the Frenchmen and had seen them about two months since in this city) bound to New Orleans, but that after getting to sea, the officers had compelled the men to join them in a plundering voyage, and that they were determined to plunder every vessel they fell in with; they said they were short of provisions, and demanded a supply from captain Cansler, who sent them such as he could spare: they made particular inquiry if captain C. had any muskets, as they were but badly armed on board the picaroon.—She was a small schooner, resembling the packet boats in Chesapeake Bay, with a trunk or round-house like a pilot-boat's and without any top-sail; she had not more than 12 or 14 men.—Captain C. attributes his escape from a general plunder, to the boisterous state of the weather, which rendered it dangerous to pass from one vessel to the other in the boat.

October 9.

Captain Brow, of the brig Mary, from Kingston, has favored us with a file of Jamaica Papers to the 15th ult. but they furnish nothing new.—All was quiet at that island when the Mary sailed.

Prices at Corunna, 7th August. 1811.

Superfine Flour,	\$13 a 14 per barrel
2d quality,	12 a 13 do.
Indian Corn,	12 per bushel
Rice,	6 1-2 per Cwt.
Tar,	8 per barrel
Pitch,	7 1-2 do.

Arrived, brig Mary, Brown, Kingston, (Jamaica) 22 days. Left at Kingston, brig Colefax, of New-York, to sail in 3 days for Matanzas; schooner Sea-Flower, Lewis, and for Norfolk, to sail in 5 days; schooner

West-Indian, Otis, of and for Alexandria, to sail in three days; and several others, time of sailing and place of destination unknown.—Markets, Flour \$15. Rice \$7. Staves \$33. Lumber high, and in demand.

NEW-YORK, October 15.

Extract of a letter from John Speyer, Esq. Agent of the U. S. at Stockholm, to the Collector of this port.

Commercial Agency of the United States. Stockholm, June 21, 1811.

SIR,
"Please to make it generally known for the information of Merchants sending vessels to discharge or touch at Swedish ports, that unless the bill of Health is attested by the Swedish Consul for the district from which they sail, they will be subject to a detention of several days, at the Quarantine grounds, which may sometimes occasion great inconvenience to vessels bound up the Baltic.
"The buoys, beacons &c. at the entrance of the Harbors of Carlsbalm and Carlsrona, having lately been removed, it is necessary for vessels bound to either, to keep off until they receive pilots."

Loss of the brig Swiftsure, Vermilye, of this port.—August 12, in lat. 39, 10, N. and long. 63, 30, W. wind at S. W. and blowing a heavy gale, with squalls of rain, found it necessary to heave the vessel too. The sea running high, at half past one, P. M. was struck by a heavy squall and thrown upon our beam ends. All hands immediately got upon the weather side, cut away the rigging, and in a few seconds the masts broke close to the deck and the vessel righted, but was full of water. The sea now made a complete breach over us, and it was with the greatest difficulty that we could keep ourselves from being washed overboard. Those who could, supplied themselves with small pieces of rope to secure themselves to the rails. Part of the crew took their station on the bows, and the remainder about the taffarel, to wait the event of a most dismal night, which soon closed upon us. The sea all the time running with great fury, & the intervals between the seas were so short, that we had scarcely time to clear our nostrils & eyes, before we were again overwhelmed almost to suffocation. At about midnight, the wind shifted to the Northward and Westward, and the storm abated a little, but the sea continued to run very high and cross.—At length the morning came and showed us all the horrors of our perilous situation.—In the middle of the ocean, on a vessel under water, except a small part of her bows and taffarel, without provisions or fresh water and the sea every instant making a clear breach over us. In this situation we remained until nearly night, when our hunger beginning to grow insupportable, we succeeded in securing a pig which was on the deck at the time of our disaster and had been killed by the rigging. The heart and liver of this was taken out and divided. This was eaten; but instead of relieving it added to our distresses, for it brought on severe sickness. The seamen very high all the next night but some of the people who had secured themselves slept a little, being worn out by fatigue and watching. On the second day after we were upset, the sea ran high all day, and the sun coming out very hot, we suffered much, being sometimes drenched in water and at others broiling in the sun. On the third day we succeeded in procuring a little bread soaked in salt water, and a little oil, by diving into the cabin. This day Samuel Anderson was washed overboard and lost, and in the night John White died thro' excess of fatigue. On the fourth day we procured some water and bread. This day we saw a sail, but at such a distance that we were not discovered. On the fifth day we succeeded in procuring fire by means of a sun glass, which was brought out of the cabin by diving. The weather being moderate, we cooked part of a shark, two of which we had caught: but the weather coming on more boisterous, we were never able to kindle a fire after that day. On the sixth, seventh and eighth days, nothing remarkable occurred; we made shift to preserve life with the bread, oil and beef which we had procured. Captain Lyman, a passenger, was reduced very low, and could not have survived many days longer. On the 9th day we saw a sail so near us that we could discern the men walking on the deck, but was not discovered by them. On the morning of the 10th, we discovered the Madeira standing directly for us, and about ten o'clock we were all taken on board. Here we met with the most hospitable treatment; and every thing which the generous people on board could do was done to make us forget our miseries. On board of this vessel we remained from the 22d of August to the 6th of September, when we fell in with the ship Citizen, bound to Alexandria. On board of this vessel the captain and mate were taken, and landed at Alexandria.

The brig Madeira, was bound to Madeira, and on board her was left the following persons:—Capt. Simeon Lyman, passenger; Nathaniel Plumber, second mate; Peter Barton, boatswain; Charles Nuttle, William Pitman, Wm. Wilson, James Ridout, Andrew Dale.
Captain Vermilye, of the brig Swiftsure, of this port, which was upset in the Gulph Stream on the 12th of August last, arrived in town last evening from Alexandria. He informs that all his crew were saved except Samuel Anderson of Pennsylvania, and John White,

of England. Captain Vermilye returns his warmest acknowledgments to Capt. Mory, of the brig Madeira, who took him and his distressed crew from the wreck, where they had been almost without sustenance for ten days. Captain V. and the survivors of his men were on board the Madeira sixteen days, during all which time they received the kindest attention from Captain Mory & his people. Captain V. also returns his sincere thanks to Captain Weston, of the Citizen, of Alexandria, for the friendly treatment he received while on board his ship.

French Privateer Marengo.

It appears from the following letter, that the Marengo has again entered the waters of the United States, for supplies, and to recruit her crew. Can we allow her these privileged consistent with our neutrality?

"Staten-Island, Saturday 3 o'clock. P. M.

"Several schooners have arrived here, outward bound, and among them is a long thievish looking schooner full of men called the Marengo, a French privateer. Her boat has just come ashore to the health officer, to ask permission to send seven wounded men to N. York. The privateer has had an engagement with an English letter of marque near Jamaica, which she took, and plundered her, and then let her go. After discharging her wounded, she goes to Amboy. The crew boast of having made their fortunes, and say they are coming on shore. In this case it is intended to get a new crew here. There are several Americans on board. I have seen a man from her, who says there is a 'great deal' of specie on board.

"5 o'clock.—Thirty seamen (six wounded) are gone up in a sloop to the city; each of them has more or less specie. The Marengo has, according to their own account, taken four English merchantmen on this cruise."

The Marengo sailed at day light yesterday morning for Amboy, where, it is supposed, she will refit, and prepare for a cruise. In the engagement with the English letter of marque the privateer had six men killed, and seven or eight wounded—she took the ship plundered her, and gave her up to the crew.

PHILADELPHIA, October 15.

Election of Mayor.—This morning the Select and Common Councils, in joint meeting, proceeded to the election of a Mayor of the city, for the ensuing year; and Root. Wharton, Esq. was unanimously chosen. A committee of three members of each of the councils, was deputed to wait upon Mr. Wharton, and notify him of his re-election; who having returned, reported, that Mr. Wharton was highly sensible of the honor done him by the Councils, but that the state of his health did not permit him again to accept the office.

Another ballot then took place, which resulted in 16 votes for Michael Keppelle, Esq. and 13 votes for John Baker, Esq. whereupon Michael Keppelle was declared duly elected Mayor of the city of Philadelphia.

Yesterday arrived in port, having put back in distress, the brig Three Brothers, Captain Huggins, bound from hence to Porto Rico; from her log book we have the following extract:—On the 2d of October, in lat. 20, 17, long. 64, 30, had a violent hurricane, in which he lost the head of his foremast and maintopmast, and otherwise damaged. On the 2d, at A. M. was spoke by the brig Quick Time, of Kittery, Captain Foviton, who had lost his mainmast, and his mate, and one man overboard; and otherwise much damaged. On the 4th of October, whilst at breakfast, the man at the helm saw a ship with all her masts gone, and sunk even with the water's edge. On the 6th, fell in with the Quick Time again, another brig in sight, at which time he abandoned her and went on board the brig in lat. 30, 25, long. 67, 54. On the 9th fell in with a vessel under water, from the mast head, a new yard, supposed her to be a schooner.

From the FEDERAL REPUBLICAN.

The anti-commercial system, which has been tried and re-produced in various shapes, ever since the close of 1797, might with more propriety be called an *an-agricultural* system. Its effects upon the income of the husbandman are as palpable in the southern states as they are upon the merchants and the mechanics of the seaports. In truth, the business of a merchant is nothing more than as a factor for the husbandman and manufacturer. Of the latter class of citizens, the number is too few for the employment they give to commerce to be of any great consideration. But it may be justly observed, that when the merchant is compelled to shut up his counting house, in order to live upon his former profits or to embrace poverty as his unavoidable lot, the farmer and planter must be in a losing way. Whatever effects the former, for any space of time, reflects the good or the evil with which it comes attended, upon the latter, as certainly as there are an uncontrollable union and connection between their respective callings. The practical operation of this sympathy between them is not left for speculation alone to demonstrate. It is as strikingly perceptible in the fields of the husbandmen, particularly those south of Pennsylvania, as it is in the warehouses of the merchants from Maine to Georgia. All are impoverished together, and with them every kind of mechanics, but more particularly those, whose business it is to furnish the instruments of luxury,